

SAAB 900

Saab 900 Cabriolet

Saab 900 Turbo I6S

Saab 900 Turbo I6

Saab 900i I6



turbo



Saab 900

The car with charisma



The 900 range is unmistakably a product from Saab. A distinctive appearance says everything about respected values of quality engineering and safety while, at the same time, striking a refreshingly unique style.

The 900 needs to be driven to fully appreciate the car's outstanding personality.

Words and pictures can only tell you so much. Take a step further and contact your nearest Saab dealer for a test drive. You'll never look back.

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Saab 900 Turbo 16 (in Australia available as 4 door model)





Saab 900 Turbo 16S (fitted with other aerodynamic items in Australia)



Savour the performance





A Saab is not merely a means of personal transport. It is there to be driven. And enjoyed. And if performance is your particular pleasure, then the Saab 900 Turbo 16 S will satisfy the demands of the most discerning motorist. But, whatever the engine specification, confidence-inspiring roadholding has been built into every model. The sure-footed nature of front-wheel drive ensures predictable handling, even in the worst conditions. This

is a part of the Saab tradition. The 900 range has been designed with the driver in mind.



Power on demand





The response from the Saab Turbo has an impressive urgency. When overtaking, the high torque at low revs means instantly growing power. At any speed. The boost in performance starts at low engine speeds, the engine delivering its peak torque at a mere 3000 rpm. Time is not wasted changing to a lower gear; waiting for the power to build up; lengthening the time spent overtaking. The flexibility of the Saab turbo-charger provides an acceleration which many six and eight cylinder engines are unable to match. An easily

controlled increase in speed means faster and more confident overtaking.





Quality in depth



The Saab 900 remains one of the most spacious cars on the market. It is also one of the most comfortable. The interior has been carefully planned to take the strain out of long journeys. Compare the driver comfort of a Saab to any car you care to mention; sit in a 900 and feel the room for yourself.



Inspiring confidence



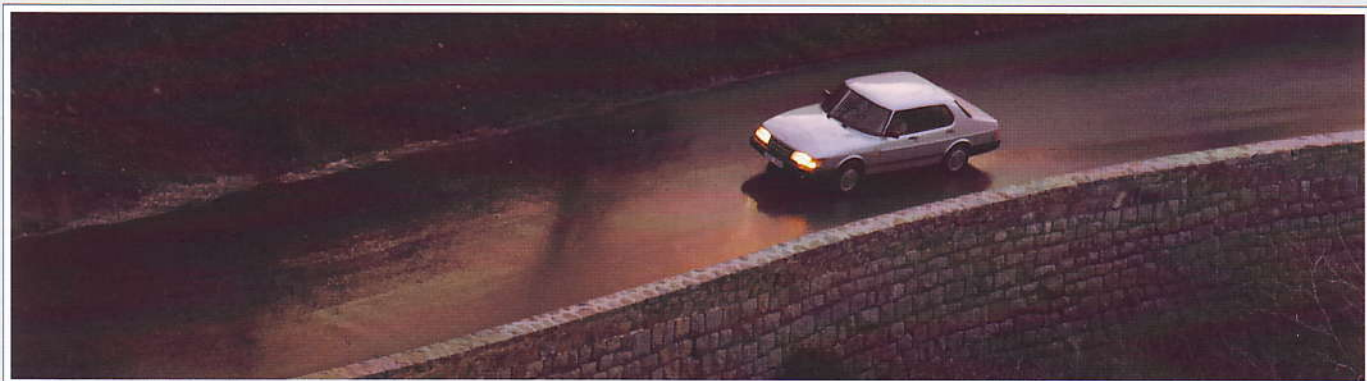


Slippery conditions are second nature to a Saab. How could it be otherwise for a car made in Sweden? The notorious Scandinavian weather provides Saab engineers with a natural test track; their solutions are evident from the minute you take the wheel. The Saab 900, with its front-wheel drive, is surefooted and consistent, regardless of the passenger load. You can be confident that should the unexpected occur, handling is predictable. Losing grip in a Saab does not necessarily mean losing control.





Safely home





■ In Australia all Saab 900 cars are provided with extra brake light (not shown in picture).

The interior of the Saab is large but its in-built safety protects even the smallest passenger. Inside, there is a robust safety cage and copious padding designed to minimise injuries. Outside, energy-absorbing front and rear zones combine with reinforcing in the doors to greatly reduce the effect of an impact. From any angle. And for passengers of all sizes. The 900 models conform with the USA safety regulations—probably the most stringent in the world. For Saab, the safety of

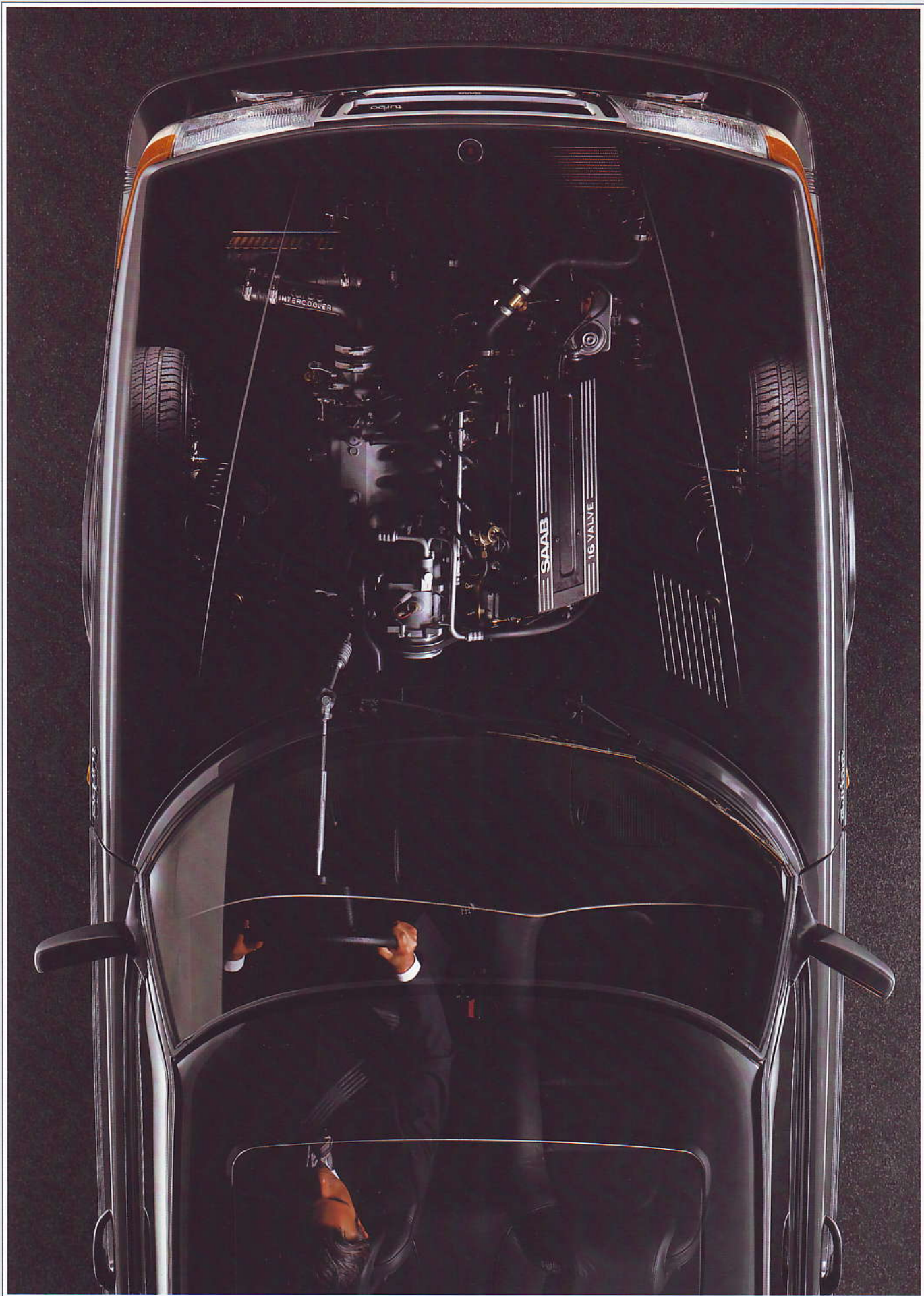
the occupants is just as important as making a car which is a pleasure to drive.



Room for that unexpected
purchase



The luggage compartment of the Saab 900 saloon and hatchback can be expanded at the drop of a back seat. Of course, the boot is more than adequate for routine loads. But when you need that bit of extra space, the Saab 900 can accommodate the biggest —and the most unexpected—items.



Saab 900

The Hidden Technology

HOW THE SAAB 900 WORKS FOR YOU



A turbine wheel—the foundation of turbo power.

The highly individual style favoured by Saab the unique outward appearance of the 900 series. The impressive performance can be fully appreciated when you take the wheel but, even then, the true depth of Saab's technical research and development is not fully apparent. A closer look at the 900 range reveals detailed and high technology design; some of it unique; some of it remarkable for its simplicity; but all of it for your benefit. On the following pages, we examine more closely the techniques used to earn Saab such a fine reputation. Let's take a look beneath the surface of the Saab 900.

Performance and economy through high technology

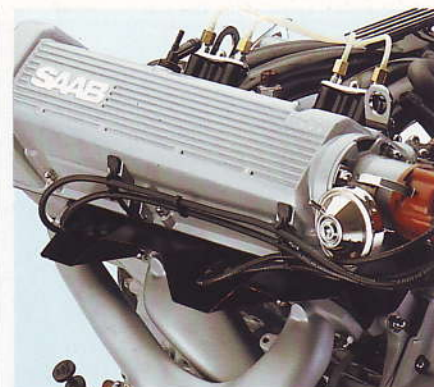
The 900 range is powered by Saab's reliable four-cylinder, 16-valve two-litre engine. Whether you choose turbocharging or naturally aspirated the result is impressive—economic power; highly refined, superbly engineered Saab power.

Turbocharger and intercooler.

The aim of turbocharging is to increase performance without sacrificing fuel economy. The bonus is more flexible performance; power on demand, at any speed, in almost any gear. How does it work? The turbocharger redirects exhaust gases to spin a compressor located in the engine air intake. When the accelerator is pressed, the flow of gas increases and the compressor begins to boost the pressure in the intake system. The result—more air for the engine and an improvement in performance. The intercooler reduces the temperature of the air once it has been compressed in the turbocharger. The density of the cooler air is increased, enabling the fuel to be burned more efficiently and the engine power to improve. A waste gate controls the boost pressure of the turbo-

charger and guards against engine damage should the boost pressure exceed its programmed limits. Saab's vast experience in engineering paved the way for the introduction of turbocharging to everyday motoring and set a trend which major manufacturers have been forced to follow.

16-valve engine. Four valves per cylinder are a major innovation which, like turbocharging, contribute to a responsive, lively performance—at all speeds. 16 valves allow a high compression ratio which means an increase in engine efficiency and power. The engine can also breathe more efficiently to allow more effective combustion. All of which gives increased power and, just as important, lower fuel consumption. Not surprising-

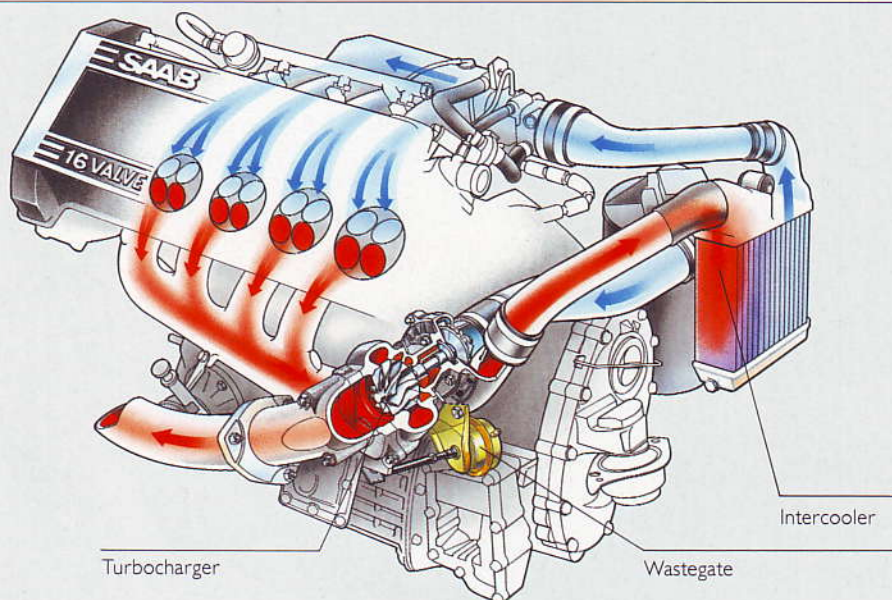


8-valve engine
(not available in Australia)

ly, 16-valve engines will dominate the future of automotive design.

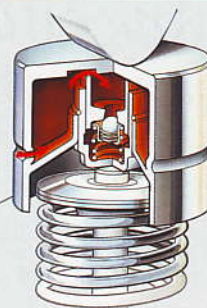
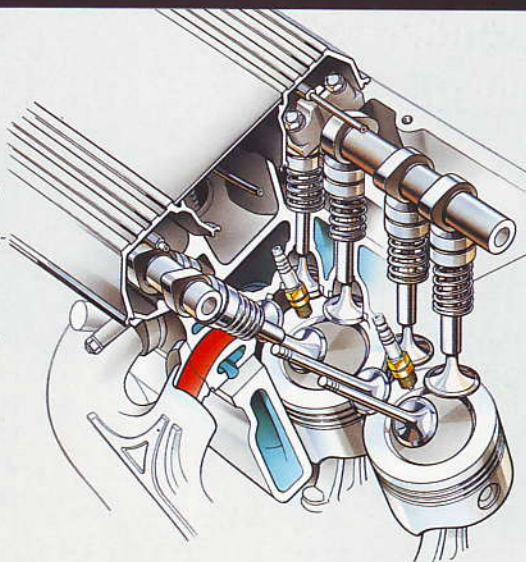
Turbocharger with intercooler

In simple terms, the turbocharger provides more air for the engine, therefore more performance. And when full throttle is not required (estimated to be 80–85% of the time) the turbo idles without affecting engine power or wasting fuel. The rise in the temperature of the compressed air is counteracted by the intercooler; the increase in density of the cooler air allowing the fuel to burn more efficiently. Water-cooled bearings, meanwhile, ensure long life for the turbocharger.



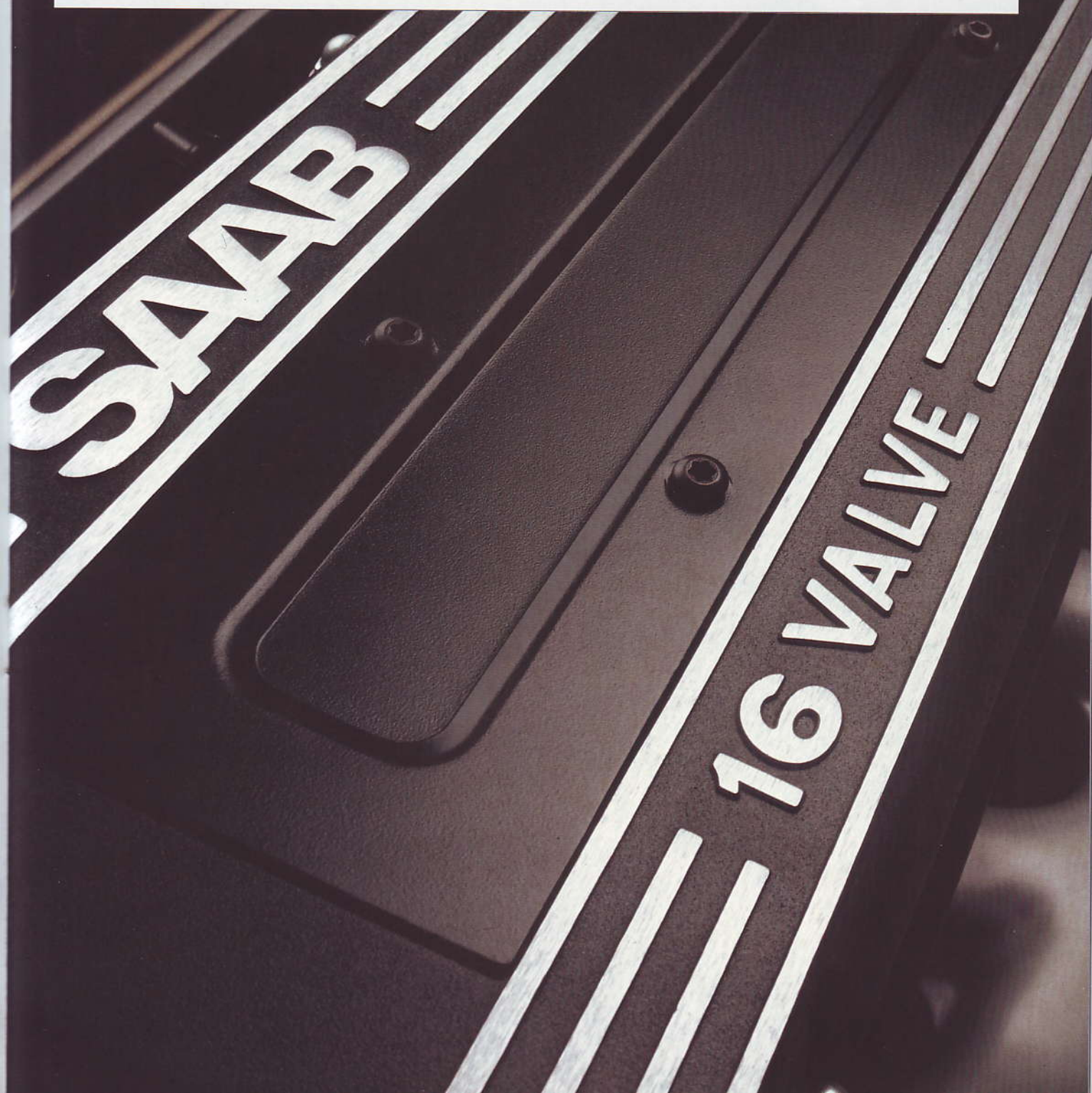
16-valves

Four valves per cylinder allow the engine to breathe more efficiently. They also permit a higher compression ratio, all of which means an increase in engine efficiency and power, as well as a decrease in fuel consumption. This is due to the four valve arrangement allowing the spark plug to occupy a central position. The flame is spread uniformly throughout the combustion chamber, reducing the chances of pre-ignition.



Self-adjusting hydraulic cam followers

Engine wear and valve noise are reduced and reliability increased thanks to the self-adjusting cam followers which remove the need for periodic checking of the valve clearances.



Electronic efficiency and flexibility

Use any grade of petrol you wish and Saab technology will extract maximum performance and efficiency from it. Saab use advanced electronics, not as an expensive gimmick, but as a boost to performance and an improvement in driving comfort.

Automatic Performance Control (APC). With Saab Turbo models, you are not restricted to one grade of fuel, to one level of performance. The ingenious Automatic Performance Control will adjust the engine to suit the octane of the fuel in use. In other words, you can choose between 91 and 98 octane unleaded fuel and drive off without making a single adjustment. The APC does it for you. And it automatically ensures good fuel economy and an efficient performance. Of

course, the acceleration will continue to depend on the grade of fuel—the higher the octane, the higher the performance—but the APC will eliminate the risk of “knocking” associated with the lower grades. As a result, poor quality fuel may be used without risking engine reliability. The APC takes care of that.

Electronic fuel injection. Fuel injection helps the efficiency and performance of an engine. The electronic

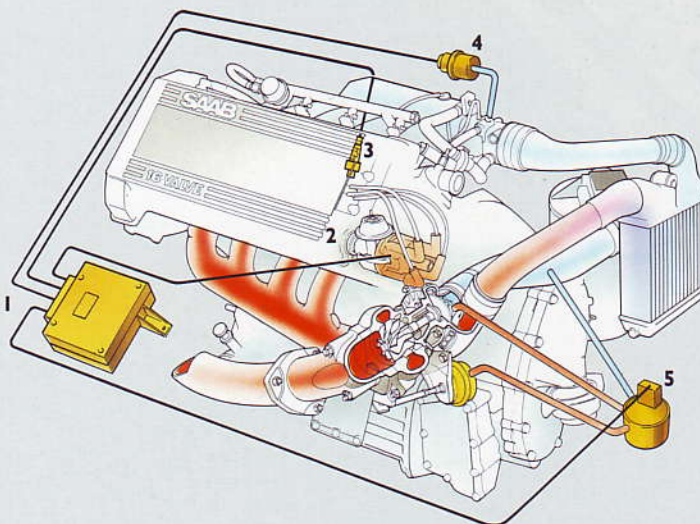
injection used on Saab 16-valve engines refines and improves the process even further. By accurately controlling the mixture of fuel and air entering the engine, the electronic injection system gives high power, low fuel consumption, smooth running and minimal exhaust gas emissions. It does this in a wide variety of motoring conditions. The engine power, for example, is unaffected when travelling at high altitude; starting is made easier, whether the engine is hot or cold; the correct amount of fuel is used whether accelerating hard, driving with a full load or simply motoring for pleasure.

Automatic idling control. The 16-valve engine will idle at a constant speed, whatever the load placed upon it by equipment such as the alternator or air conditioning. An electronically controlled valve maintains the idling speed to give instant power and more control when moving off.



APC electronic brain

The APC system contains very few moving parts. The electronic box is fed information by three sensors detecting the threat of “knocking” in the engine and measuring engine speed and the pressure in the intake manifold.



Automatic Performance Control (APC)

Readings, taken up to 12 times a second and fed to an electronic control box, ensure that the turbocharger runs at maximum efficiency, whatever the grade of fuel in use. The brain of the system is an electronic control unit (1) receiving signals from three sources—the distributor (2), a knock sensor in the engine block (3) and a pressure sensor (4) in the intake manifold. As soon as the electronic unit detects knocking, a signal is applied across the solenoid valve (5) to the turbocharger to reduce the boost air pressure.

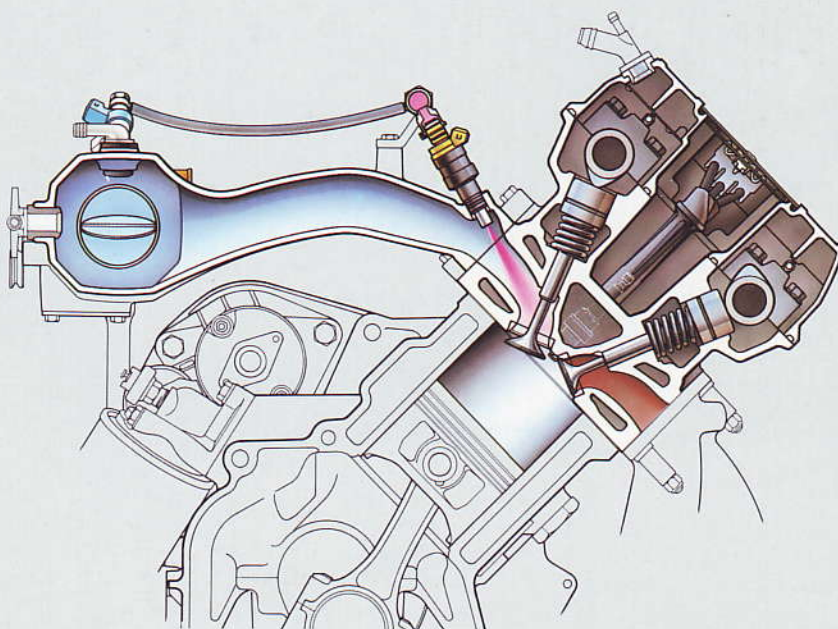


Air mass meter

The complete accuracy and efficiency of the fuel injection, regardless of variations in atmospheric pressure and ambient temperatures, is ensured by a clever but simple sensor measuring the mass of the intake air rather than the volume measured by conventional injection systems.

Electronic fuel injection

The fuel injection control unit instantly regulates the precise amount of fuel required for each cylinder to suit the various conditions at that precise moment. The system is controlled by a microprocessor which gathers information about engine temperature, throttle opening, engine load and air flow.



Safe and sure on the move

Safety means more than a powerful, robust car. A driver needs the reassurance of predictable, surefooted handling. Every aspect of the Saab 900, from suspension to brakes and weight distribution, has been carefully matched to provide excellent road holding and stability as well as safety and peace of mind for the driver and passengers.

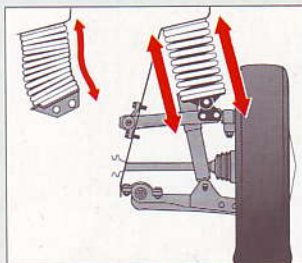
Chassis and weight distribution.

The handling of the Saab 900 is predictable, easy to control. And safe. Even when the car is loaded to its maximum capacity, the majority of the weight is distributed over the front wheels. And, with the 900 having front-wheel drive, the logical result is excellent stability and consistent grip in all conditions. This is an important part of Saab's design philosophy. The object is to extend the contact between the road and the car to the car and the driver, the flow of information allowing the driver to make an immediate assessment of the car's movements and react accordingly.

Front suspension. A pair of lightweight but strong wishbones support each front wheel to ensure stability and efficient roadholding while, at the same time, remaining unaffected by any wheel imbalance. The pivot mountings for the coil springs not only increase passenger comfort but they also reduce the noise created by conventionally mounted springing. The springs are secured to the upper wishbones while the lower suspension arms support gas-filled shock absorbers which have been carefully matched to the springs and the weight of the car. The shock absorbers make a major contribution towards good road-

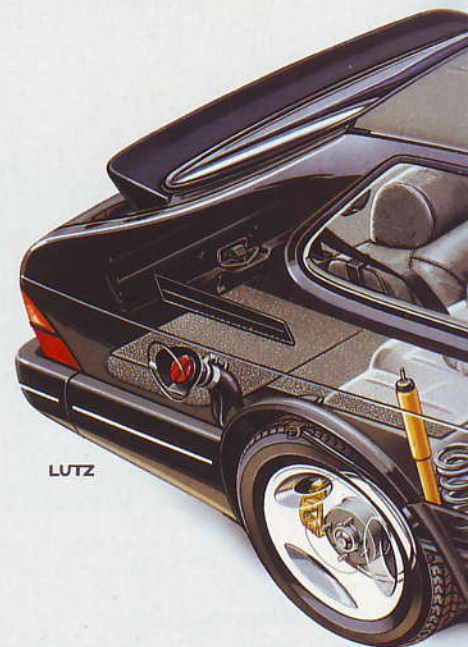
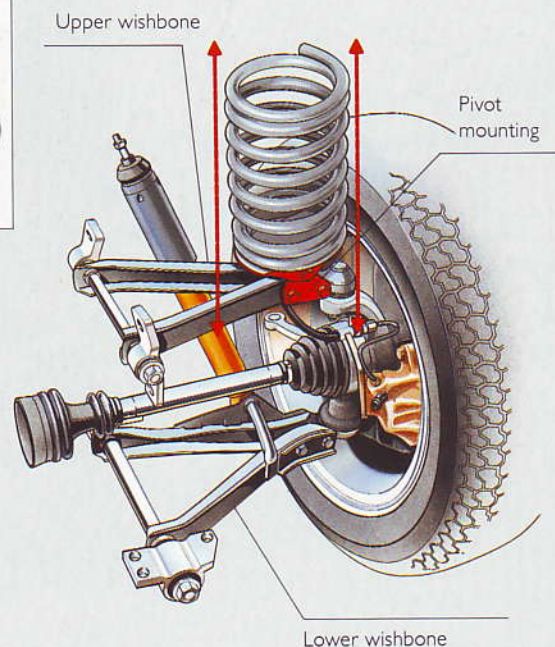
holding and vibration-free steering—regardless of the quality of the road surface.

Rear suspension. Front wheel drive makes it possible to use a lightweight unsplit rear suspension, which provides the perfect blend of safe handling and comfortable ride. The car's directional stability is maintained by the rigid beam-type rear axle and rear wheels which remain parallel and are devoid of the irregular changes of angle inherent on an independent suspension system. A Panhard rod braces the back axle during hard cornering, while acceleration and braking forces are absorbed by leading and trailing arms mounted at each end of the axle.

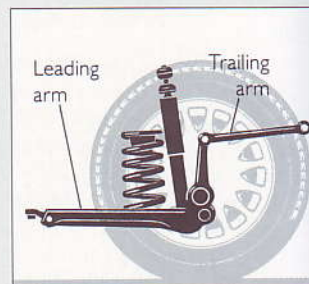


Front suspension

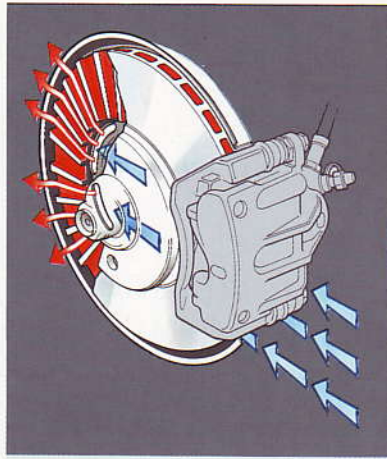
Mountings for the coil springs are pivoted, an unusual refinement. The gas-filled shock absorbers, mounted on the lower wishbones, have been carefully matched to the springs and the weight of the car.



LUTZ



Brakes. The best possible and the most consistent braking effort is ensured by disc brakes all round. The front disc brakes are ventilated, giving a large effective cooling area, thus helping to ensure a low brake fluid temperature. And, with environmental problems in mind, Saab were one of the first car manufacturers to use asbestos-free brake pads.

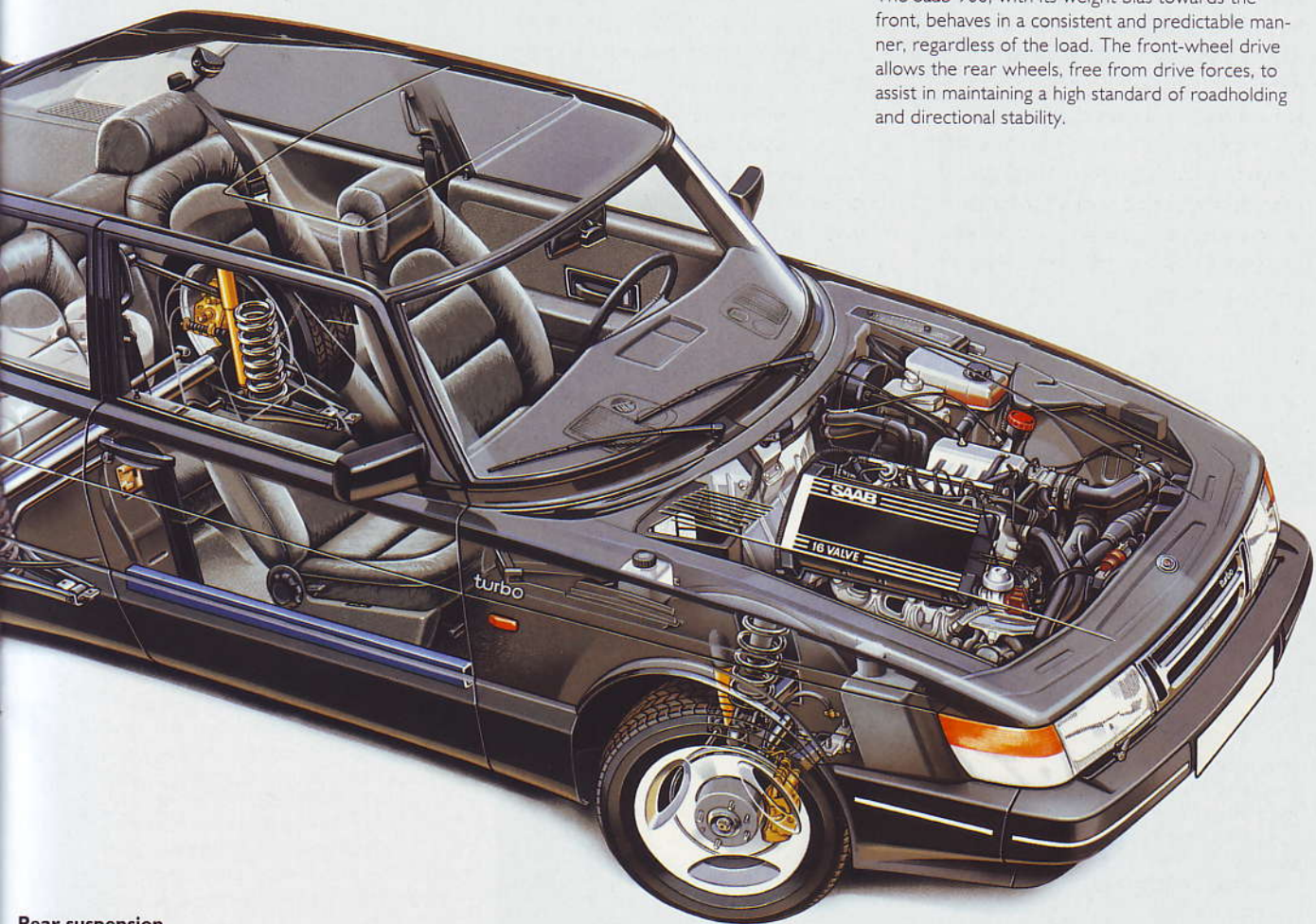


Ventilated disc brakes

The ventilated front wheel discs have a large effective cooling surface, reducing the risk of fading even under repeated, hard use in mountainous areas.

Chassis

The Saab 900, with its weight bias towards the front, behaves in a consistent and predictable manner, regardless of the load. The front-wheel drive allows the rear wheels, free from drive forces, to assist in maintaining a high standard of roadholding and directional stability.



Rear suspension

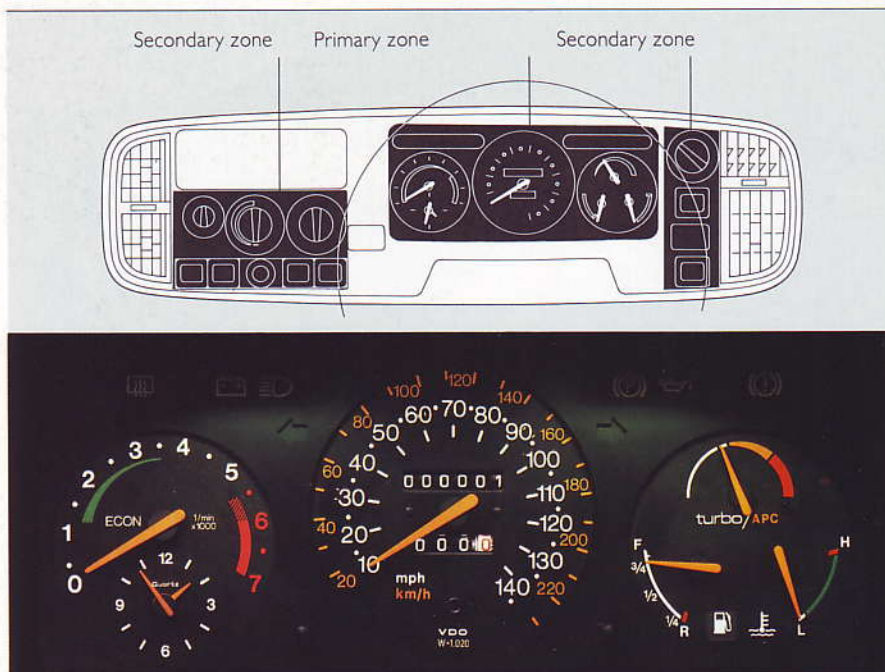
The Watt's link configuration on the rear suspension incorporates a light, straight and rigid axle with two leading and two trailing arms to absorb the longitudinal forces and braking torque. The axle mountings are rubber bushed to prevent the transmission of road noise to the passenger compartment.

Safety—with the driver in mind

Discomfort and stress can impair judgement. With the Saab 900, the design priority has been to make the driver feel at ease and at home. Meticulous attention has been paid to the driver's environment. Every opportunity has been taken to design an interior which is functional, readily understood and easy to operate. At all times.

Cockpit control. A feeling of control is almost inevitable from the moment a driver sits behind the wheel of a Saab 900. The curved fascia, with its primary and secondary zones, presents instruments and controls which are easy to see and just as straightforward to use. The stalks and switches for important functions—the primary zone—are at the driver's fingertips, substantially reducing the risk of error in the event of a sudden and hazardous traffic situation.

Instruments. A driver's peripheral vision can detect changes in the position of a large instrument needle more easily than changes on a digital or bar-type gauge. Instruments on the Saab 900 are circular, centrally positioned in the "primary zone" and clearly marked. They are also illuminated by green light, the most effective and soothing method of highlighting distinctive white symbols and orange needles against a matt black background. "Secondary zones" to the sides carry the remaining switches and controls.



Instrument panel

The area directly in front of the driver—the primary zone—contains instruments, warning lamps and easy to read, large round instruments with white symbols and orange-coloured needles.

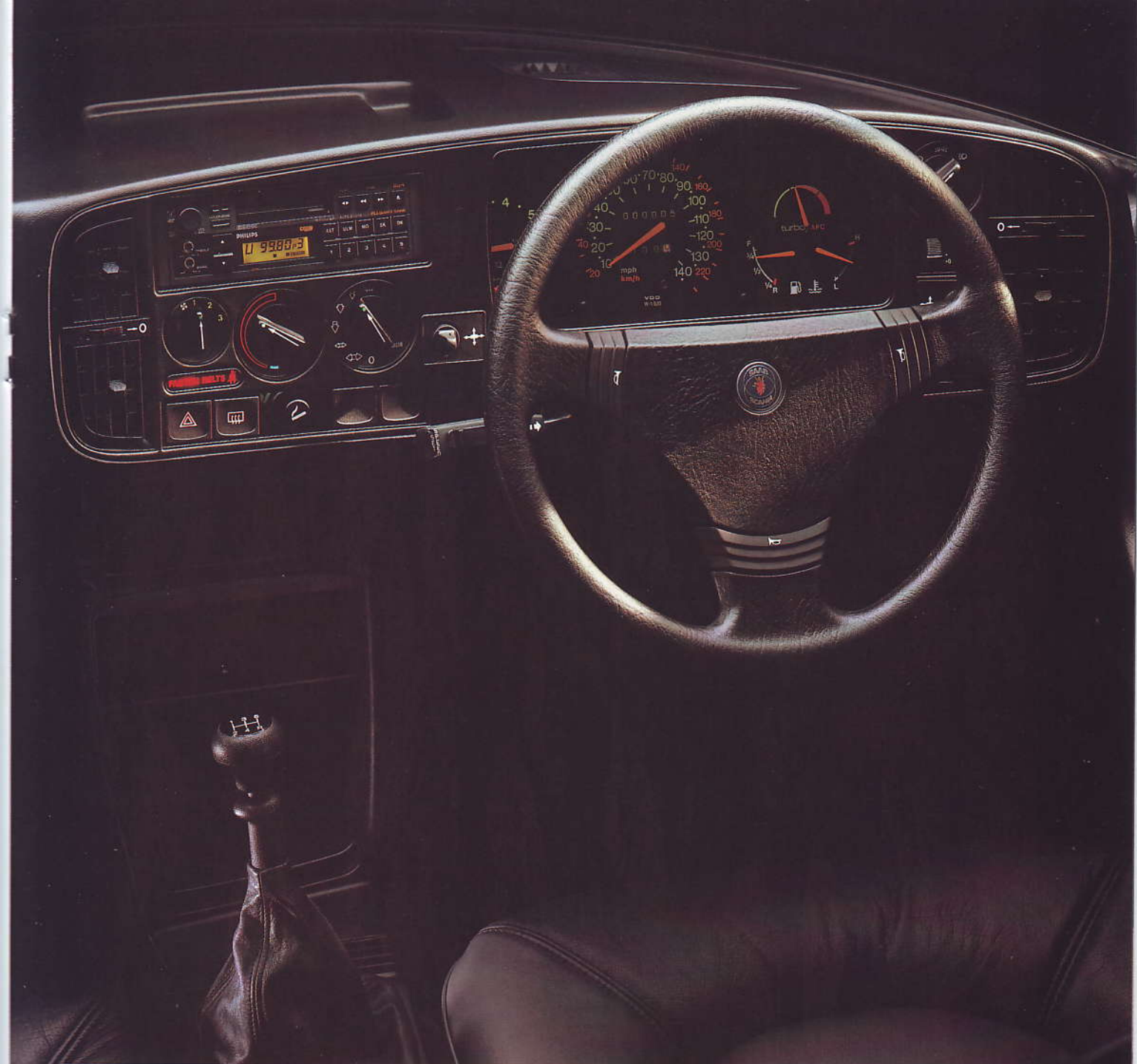


Driver in command

The driver can reach all the controls without taking his eyes off the road and the prominently placed instruments are easily within the field of vision.

Driver's seat. Saab seats not only provide a luxurious level of comfort but they also help combat fatigue. And the process starts from the moment the ignition is switched on: Thermostatically controlled elements in the seat cushion and backrest warming the seat in seconds. The lumbar support adjusts automatically when the driver shifts in the seat and the seat cushion is adjustable in height and slope, with support for the driver's legs extending to the back of the knee. Just a few examples of the in-depth orthopedic and ergonomic studies carried out by Saab in the interest of driver comfort.

■ The picture to the right shows a Saab 900 Turbo 16 optional equipped with radio.



Automatic heating for front seats

Cold seats can contribute towards backache, cystitis and rheumatic ailments. It can take 20 minutes or more for the occupant to warm up a seat on a cold day. The Saab automatic heating does it in seconds. Thermostatically controlled—and manually adjustable for the driver on certain models—the seat cushion and backrests incorporate elements which heat up as soon as the ignition is switched on.



Adjustable head restraint

The front seat head restraint, a vital safety feature in the event of a collision, can be adjusted to the correct position to suit the height of 99% of drivers.

Built-in protection

All Saab models have been designed to comply with the stringent USA safety regulations and, according to American insurance statistics, the Saab 900 protects its occupants better than any other car in its class. Over the years, Saab has built a reputation for safety which is as strong and reliable as the protection itself.

Crumple zones. The design objective: To keep the passenger compartment intact in a collision. The energy-absorbing front and rear sections ensure the doors do not burst open and the windows remain in their mountings. It must be possible to open the doors when the car has come to rest. All of this has been achieved with the Saab 900. The carefully tested crumple zones consist of sections of varying rigidity so that they will act like a bellows and absorb the collision energy.

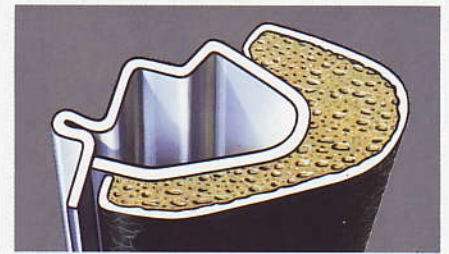


Side collision protection

Vital but often overlooked protection is provided by sturdy cross members welded into the doors.

Steel cage. High strength windscreen pillars and strong steel roof supports combine to form a protective cage, the windscreen pillars consisting of rolled sheet steel sections which will withstand a load of 3 tons. Elsewhere, rugged cross-members will absorb transverse forces and a stout reinforcing bar welded into each door gives protection in the event of a side-on collision. The fuel tank has the safest position—between the rear wheels.

Steering column. The steering gear is located so far back in the engine bay that the front of the car would need to deform very heavily to affect the steering column. And, in the event of an extremely heavy impact, the steering column is designed to give protection in two ways. A centrally-mounted steel bellows will buckle, preventing the column from entering the passenger compartment. And, should the driver hit the steering wheel, a deformable cage surrounding the telescopic section at



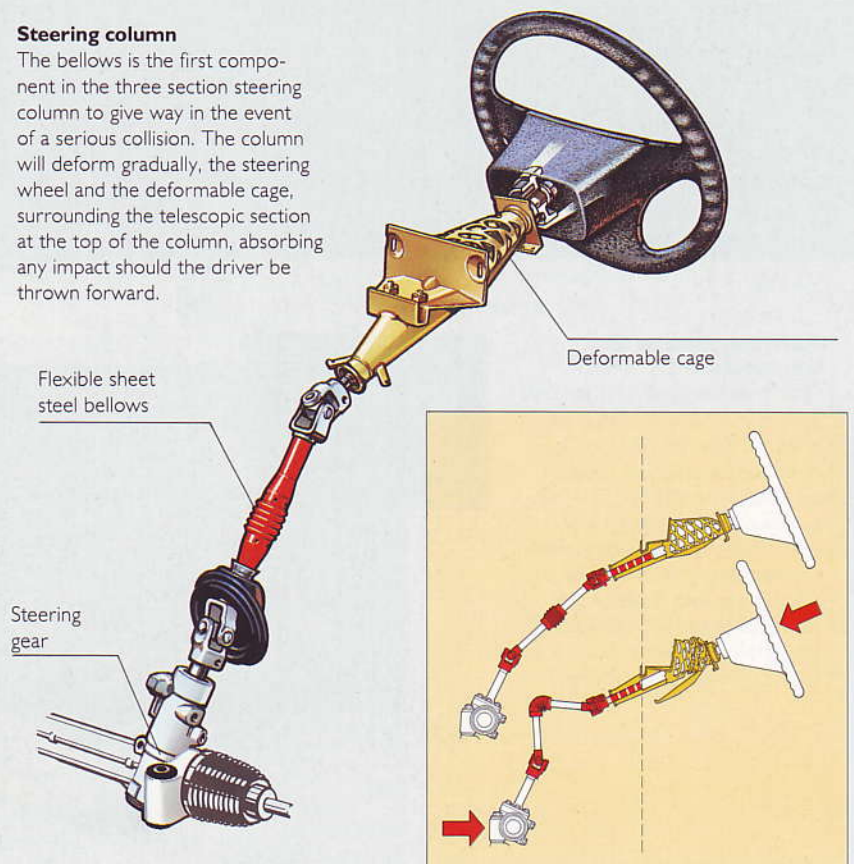
Windscreen pillars

The windscreen pillars consist of a 2.5 mm thick sheet steel section. Padding provides the best possible protection for the occupants.

the top of the column will absorb the impact.

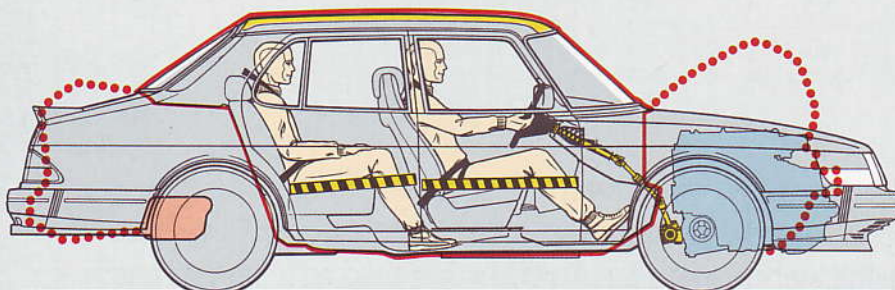
Steering column

The bellows is the first component in the three section steering column to give way in the event of a serious collision. The column will deform gradually, the steering wheel and the deformable cage, surrounding the telescopic section at the top of the column, absorbing any impact should the driver be thrown forward.



Safety body

The front and rear crumple zones consist of sections of varying rigidity. Careful tests have resulted in these sections absorbing the collision energy without affecting the passengers to a dangerous degree. In any case, the interior is surrounded by sturdy steel members and reinforcements in order to afford the occupants the best possible protection.



Living with your car

The Saab 900 is more than a means of driving from A to B. Careful thought has been applied to the comfort of the occupants, back and front, as well as making the car a flexible and practical load carrier.

Heating and ventilation. A fundamental requirement of the heating and ventilation system is the ability to cope with the severest Scandinavian conditions and yet be suitable for more temperate climates. The Saab 900 system not only caters for all extremes but it is easy to understand and operate without absorbing the driver's concentration unnecessarily. The Saab 900 was the first car to be equipped with a ventilation air filter* so efficient that pollen and other small particles of dust, soot and oil are

removed before air is admitted to the interior.

Versatility. Two simple operations can convert the rear of the Saab 900 hatchback from a comfortable passenger compartment to a spacious load-carrying floor. There's room for the paraphernalia which comes with any pastime or hobby. And the unexpected need for extra space—caused, perhaps, by that purchase of a prized but bulky an-



Back seat

More than 400 fine-gauge springs, about five times the amount of springing in a conventional car seat, are woven together to bring true armchair comfort for the rear passengers in a Saab 900.

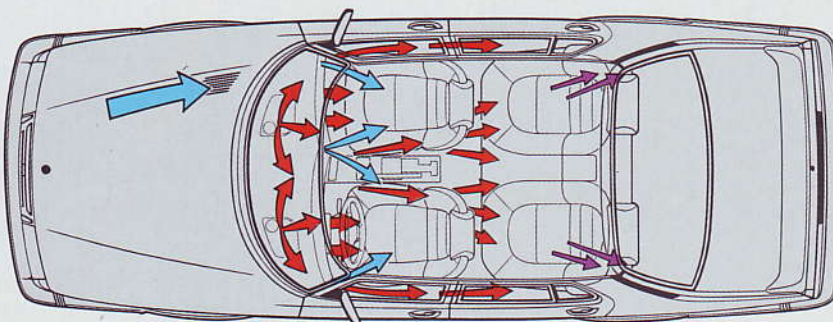
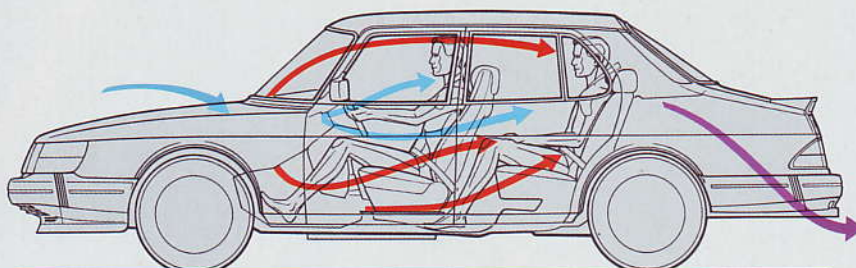
tique—can be met instantly; assuming, of course, that the existing 602 dm³ (21.3 cu.ft) of luggage space cannot cope. In a matter of seconds, the space can be doubled to a size that even some estate cars can't match. And the loading is made easy by the large rear door on the hatchback models. Even on the saloon models you can lower the back of the rear seat. Few saloon cars can boast such practical versatility.

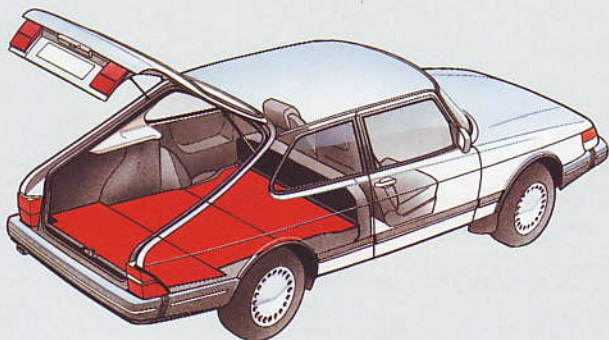
*) Not on cars equipped with air conditioning.



Air filter and ventilation

The air in the Saab 900 is always clean, thanks to the powerful filter, introduced by Saab as early as in 1978, a help for anyone suffering from asthma or other allergies. Once through the filter, and with the fan running at quarter speed, air in the interior is changed about once a minute. At full speed, the air changes three times faster.



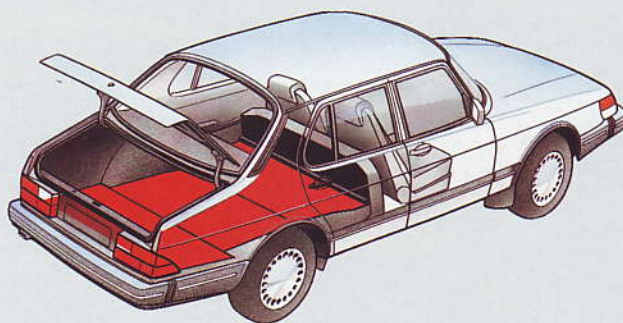


Three and five door

By choosing the hatchback model, the 602 dm³ (21.3 cu.ft) load area can be expanded into a vast cargo area of 1600 dm³ (56.5 cu.ft) by folding down the back seat.

Two and four door

The normal luggage compartment in the saloon model measures 617 dm³ (21.8 cu.ft). By folding down the rear seat, the load capacity expands to a massive 1500 dm³ (53 cu.ft), the flat surface ready to receive large and awkward objects.



Tradition and technical achievement

Saab's high standard of automotive engineering has its roots in the aerospace industry. The manufacture of cars and aircraft continues to flourish, each division benefitting from the technological achievements of the other. And, in recent years, Saab's pioneering development in engine design has set the standard for other manufacturers to follow.

Aerospace heritage. From the moment Saab switched to cars with the launch of the Saab 92, the influence of the aerospace engineers was evident. A strong but lightweight body incorporated advanced aerodynamics which, even by today's standards, had a very low drag coefficient of 0.30 C_d . This owed much to the car's predecessor, the Saab 91, a lightweight sports and training aircraft.

Always the innovator. Innovation is part of Saab's tradition. Aerodynamics, the fashionable trend in the automobile industry in recent years, is just one example of a worthwhile technique which was self-evident to Saab more than 40 years ago.

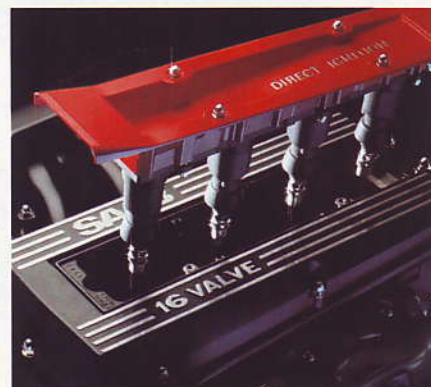
But not even Saab could have predicted the impact on the other manufacturers when the first turbocharged everyday car was introduced by Saab

in 1976. While competitors have made turbocharging commonplace, Saab continue to forge ahead in the field of engine development.

In 1980, Saab introduced APC (Automatic Performance Control), a major step towards more efficient engines. APC monitors the engine continuously, ensuring the efficient use of fuel—irrespective of the octane rating.

When Saab presented the 16-valve engine in 1984, they once again showed the way to other leading manufacturers. With four valves per cylinder, the engine can breathe more easily and the combustion of the fuel is more efficient. That means even better performance and fuel economy as well as reduced exhaust emission.

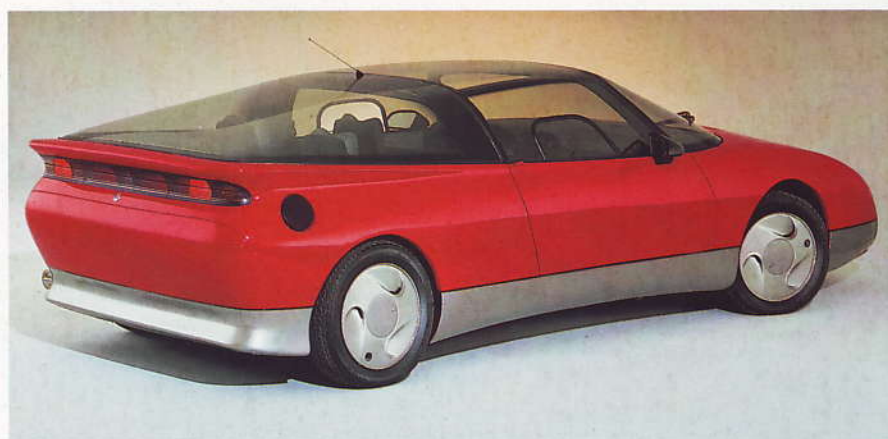
Because the traditional ignition system limits the scope of engine development, Saab has invented an ignition controlled by a microcomputer—Saab Direct Igni-



Saab Direct Ignition

Saab have developed an ignition system of the future, one which has no distributor or moving parts. The system has an ignition coil mounted directly onto each spark plug.

tion—which allows better control of combustion. Because the Saab Direct Ignition has no moving parts, it is almost maintenance free and starting the engine from cold is much easier. There is no doubt that Saab Direct Ignition will set yet another new trend in engine technology.



Saab EV-1

Thanks to the advanced technological resources of Saab's aerospace division, the bodywork of the Saab experimental vehicle, the EV-1, incorporates light but very strong composite materials. Under the bonnet there is a 16-valve turbocharged engine capable of producing 212 kW and a top speed of 270 km/h.



Saab Turbo in The Long Run

Saab broke 21 international records, including two world records, at the Alabama International Motor Speedway in Talladega, USA. Three Saab 9000 Turbo 16s ran at full throttle for 20 days—the fastest at an average speed of 213.299 km/h—each car travelling a total distance of 100 000 km, proving conclusively the true meaning of Saab quality.



The first Saab car

In 1947, Saab brought aircraft technology down to earth when they introduced their first car, the Saab 92.





Saab 900

The choice is yours



The Saab 900 has an individual style and, appropriately, the range is tailored to meet individual needs. Roadholding, comfort, economy and versatility are part of every Saab. The variety of performance levels, however, is designed to suit your precise requirements. For sheer pace, try the Turbo with the 16-valve engine or the impressively sporty 900i16 with fuel injection and the 16-valve engine. And the choice doesn't end there. Hatchback, saloon or the elegant cabriolet; each option has its own high level of luxury. The choice is yours.

Pictured to the left is: The Saab 900 Cabriolet, the Saab 900 Turbo I6 S, the Saab 900 Turbo I6 and the Saab 900i I6. The model range and equipment may vary from one market to the next.

Saab 900 Cabriolet

MODEL '89

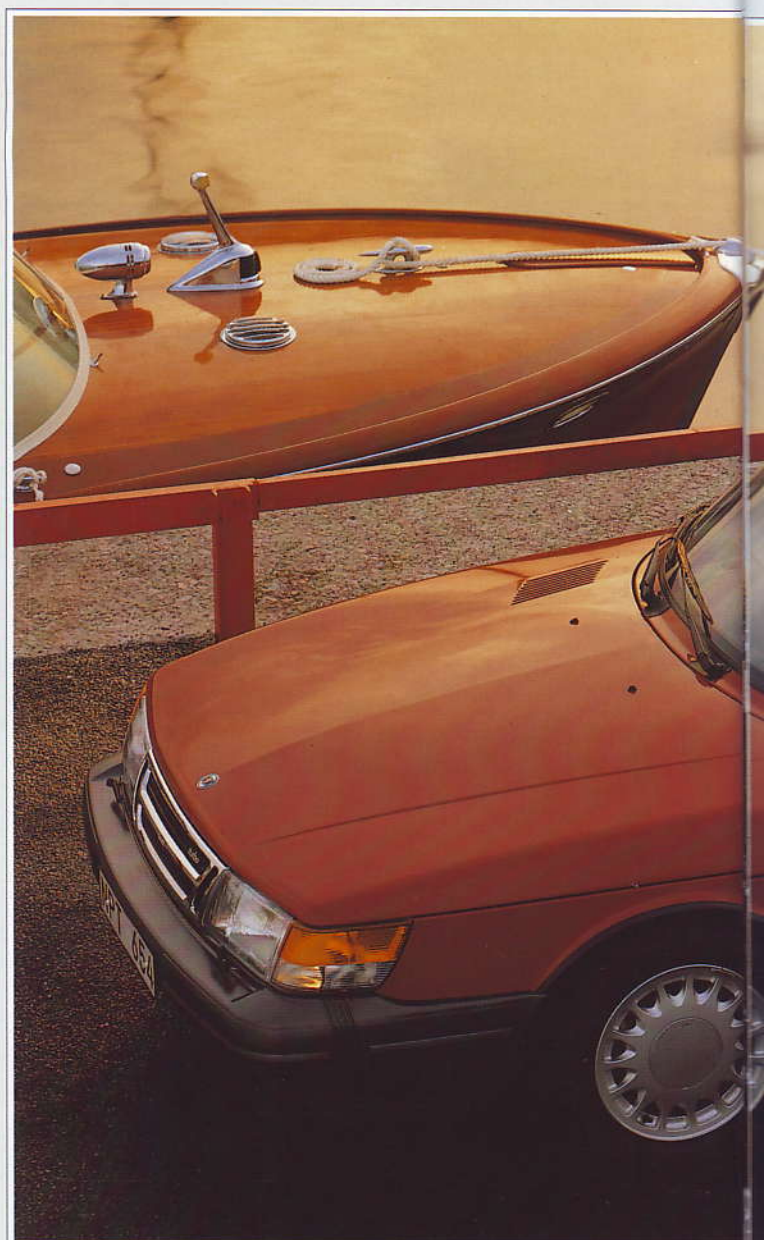
The Saab 900 Cabriolet is not just another soft-top. It is an elegant convertible in the classic tradition of luxury motoring. With the excellent 16-valve turbocharged engine powering this flagship of the Saab 900 range, the thrill of driving an open-top car is complete. Leather upholstery is standard. The passenger space has not been compromised and the 900 Cabriolet remains a true four-seater thanks to the clever design of the folding roof. Electrically operated, the top folds away neatly and effortlessly. Electric windows can be opened fully to complete that fresh-air feeling. And, should the weather change, the multi-layer top provides insulation, an electrically heated glass rear window completing the feeling of saloon car warmth and security. The Saab 900 Cabriolet; a very special car. A convertible for all seasons.

STANDARD EQUIPMENT

Power-assisted steering.	wheel.
Anti-roll bars.	Electrically heated front seats (adjustable heating for the driver's seat).
Cruise control.	Driver's seat cushion adjustable for height and slope.
Front and rear spoilers.	Leather faced upholstery.
Light alloy wheels.	Headrests in the back seat.
Headlamp wash/wipers.	Front and rear speakers.
Electrically adjustable door mirrors.	Electrically operated aerial.
Electrically operated windows.	Tachometer.
Electrically operated top.	Air conditioning.
Tinted windows all round.	Delayed action interior lighting.
Electrically heated glass rear window.	Extra brake light.
Central locking.	
Leather sports steering	

FACTORY-FITTED OPTIONAL EQUIPMENT

Automatic transmission.	Metallic paintwork.
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The Saab 900 Cabriolet is not merely a fair-weather car. At the touch of a button, the roof will close, two catches at the front locking it into a snug seal

against any sudden deterioration in the conditions outside. And, when the sunshine appears, you can have a quick return to the fresh air and freedom of

elegant open-topped motoring. The simple operation of the Saab 900 Cabriolet makes it as changeable as the weather itself.



Unobstructed rear vision. The Saab 900 Cabriolet is one of the few cars to have the convenience of an electrically operated roof which automatically folds into its own storage compartment tucked neatly between the boot and the rear seat.



It couldn't be easier. Fresh air and sunshine at the touch of a button. And immediate cover if the weather should suddenly deteriorate.

The 900 Cabriolet remains a full four-seater, the rear seats comfortably dished and fitted with head restraints for two passengers.

The Cabriolet allows you to enjoy fine weather and yet it remains warm and snug in winter, the multi-layer top affording the same protection against the elements as the roof of an ordinary saloon. And there's a heated glass rear screen as well. Saab 900 Cabriolet; the complete cabriolet.







Once behind the smart sports steering wheel and the curving dash panel, you will find the controls fall easily to hand, making the 900 Turbo 16S safe, as well as fun to drive. Electrically operated windows, mirrors and sunroof are a part of the generous standard equipment. Colour co-ordinated flares and whale-tail fitted as standard in Australia (not shown in the pictures).

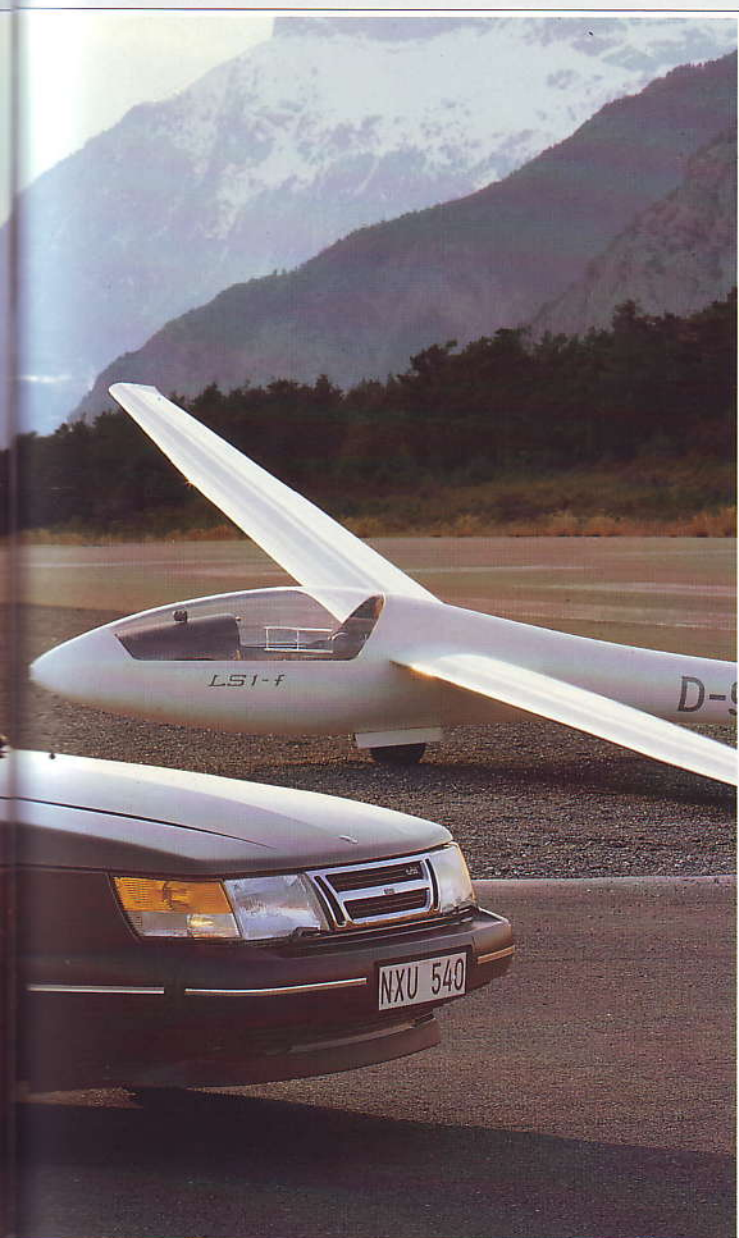
A lower chassis and a stiffer suspension give the sporting driver a more precise feel of the excellent roadholding.

Saab 900 Turbo 16S

MODEL '89

The Saab 900 Turbo 16S; a car with dashing looks to match a sparkling performance. The powerful 16-valve turbocharged engine will cruise easily and impressively, yet it will provide instant acceleration when you need it. And the stiffened and lowered suspension will enhance the road-holding even further to make the exhilaration of driving this car complete. Special light alloy wheels enhance the eye-catching appearance and round off an impressive list of sporting accessories which are standard. Change up to the stylish Saab 900 Turbo 16S; change down a gear to experience superb sports performance.

THE SAAB 900 TURBO 16S IS AVAILABLE WITH THREE DOORS.



STANDARD EQUIPMENT

Power-assisted steering.	Electrically heated front seats (adjustable heating for the driver's seat).
Anti-roll bars.	Driver's seat cushion adjustable for height and slope.
Lowered chassis.	Leather faced upholstery.
Cruise control.	Headrests and folding centre armrest in the back seat.
Front and rear spoilers.	Front and rear speakers.
Light alloy wheels.	Electrically operated aerial.
Headlamp wash/wipers.	Tachometer.
Electrically operated door mirrors.	Air conditioning.
Electrically operated windows.	Delayed action interior lighting.
Electrically operated sunroof.	Extra brake light.
Tinted windows all round.	
Central locking.	
Leather sports steering wheel.	

FACTORY-FITTED OPTIONAL EQUIPMENT

Automatic transmission.	Metallic paintwork.
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Saab 900 Turbo 16

MODEL '89

Impressive power is a key feature in the Saab 900 Turbo 16. The overall emphasis is on executive rather than purely sporting motoring. Matched with outstanding performance is a high level of luxury features; tinted windows, central locking, headlamp wipers, heated front seats. But you can add personal touches—leather trimmed steering wheel, automatic transmission and many other options—to suit your specific needs. The Saab 900 Turbo 16; for business and for pleasure.

THE SAAB 900 TURBO 16 IS AVAILABLE WITH FOUR DOORS.

STANDARD EQUIPMENT

Power-assisted steering.	locks.
Anti-roll bars.	Electrically heated front seats (adjustable heating for the driver's seat).
Cruise control.	Driver's seat cushion adjustable for height and slope.
Front and rear spoilers.	Leather faced upholstery.
Light alloy wheels.	Headrests and folding centre armrest in the back seat.
Headlamp wash/wipers.	Front and rear speakers.
Electrically operated door mirrors.	Tachometer.
Electrically operated windows.	Air conditioning.
Electrically operated sunroof.	Delayed action interior lighting.
Tinted windows all round.	Extra brake light.
Central locking.	
Three-spoke sports steering wheel.	
Childproof rear door	

FACTORY-FITTED OPTIONAL EQUIPMENT

Automatic transmission.	wheel.
Leather-trimmed steering	Metallic paintwork.



Alloy wheels and central locking are parts of the generous standard equipment. A wide choice of accessories can help tailor an executive car to suit you.



There is ample space in the back seat, and there is no bulky propeller shaft tunnel obstructing the comfort.



Saab 900i 16

MODEL '89

The lively performance and low fuel consumption of the 94 kW Saab 900i 16 is the result of four valves per cylinder in combination with electronic fuel injection, making combustion very efficient in the engine. Roadholding characteristics are refined further thanks to anti-roll bars included in the S-package, which provide very stable handling and improve the car's cornering ability when driven hard. Take the 900i 16 for a test drive and you will appreciate the high level of comfort, something which is highlighted by the comprehensive list of equipment shown below.

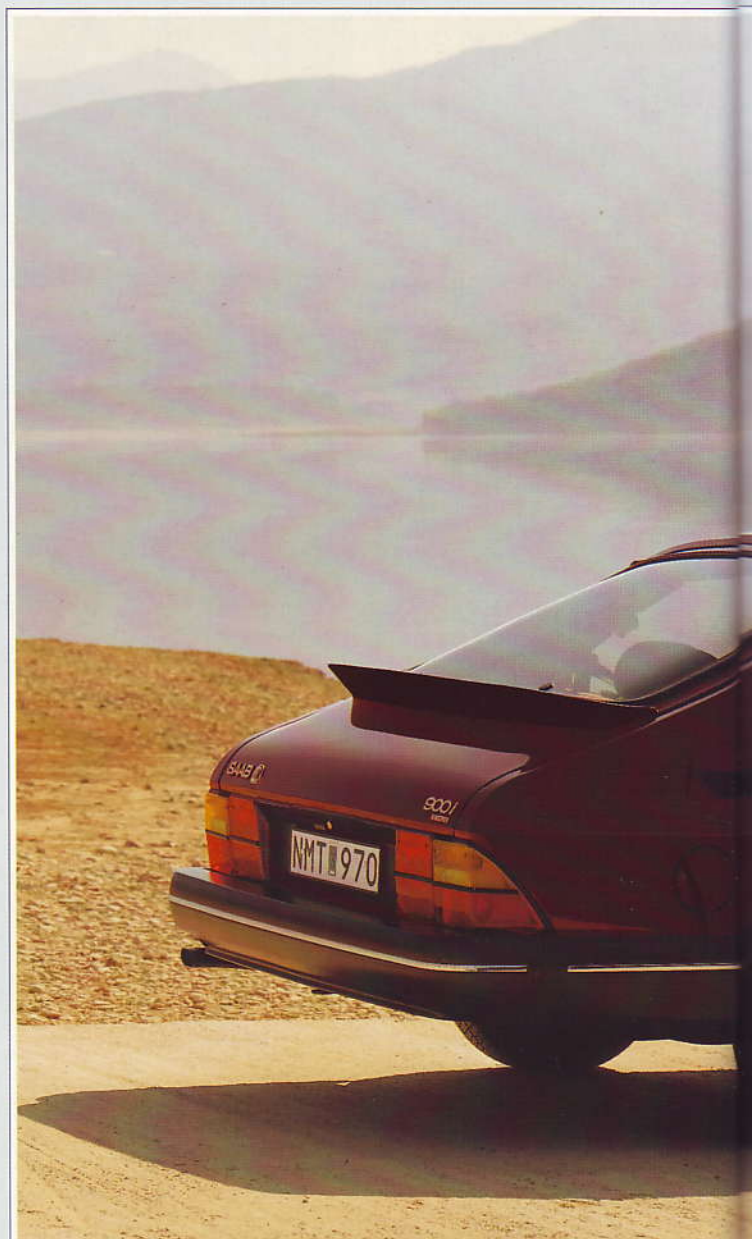
THE SAAB 900i 16 IS AVAILABLE WITH TWO, FOUR AND FIVE DOORS.

STANDARD EQUIPMENT

Power-assisted steering.	slope.
Front spoiler.	Headrests and folding
Headlamp wash/wipers.	centre armrest in the back
Tinted windows all around.	seat.
Childproof rear door	Front and rear speakers.
locks.	Electrically operated aerial.
Electrically heated front	Tachometer.
seats.	Air conditioning.
Driver's seat cushion	Extra brake light.
adjustable for height and	

FACTORY-FITTED OPTIONAL EQUIPMENT

Automatic transmission.	electrically operated
Sunroof.	door mirrors, electrically
Metallic paintwork.	operated windows, three-
	speak steering wheel,
S-Package including:	central locking, adjustable
Anti-roll bars, cruise con-	heating for the driver's
trol, rear spoiler (2-door	seat.
model), light alloy wheels,	



The cars on the pictures have optional extra.
The three door model shown not available in Australia.



The curving fascia with large, round instruments—including tachometer—provides a perfect driver environment. If you choose the optional S-Package there is also included a three-spoke sports steering wheel and adjustable heating for the driver's seat.



With a 16-valve injection engine, the 900i 16 combines instant acceleration with smooth running.



That final touch



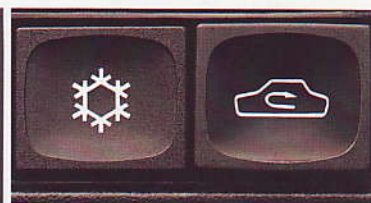
The large picture shows a Saab 900 Turbo I6 equipped with e.g. extra instruments, radio, cassette storage, leather sports steering wheel, leather gear lever knob, gear lever gaiter and optional plush mats.



With electrically operated windows you can use conveniently located switches on the centre console to open and shut the door windows.



A polished mahogany gear lever knob contributes to the exclusive atmosphere of the interior.



The Saab air conditioning system is standard equipment on all 900-models in Australia.



Special speakers are designed for mounting in the spaces provided in the fascia and the rear parcel shelf. The range includes 25 watt to 40 watt speakers.

The Saab 900 models are renowned for their quality of finish. Equipment which would be listed as optional by many rivals is standard on the Saab, and the comfort and convenience of the driver and passengers can be made complete by selecting factory-fitted extras or dealer-supplied accesso-

ries which suit your precise needs. Leather upholstery, electrically operated door mirrors and windows, air conditioning, leather steering wheel, additional instrumentation; these are some of the items from which you can choose. By adding that final touch, the Saab 900 becomes your Saab 900.



The large picture shows a Saab 900 Turbo 16 equipped with electrically operated sunroof, wind deflector, extra large rear spoiler, Cross Spoke wheels with 195/50 VR 16 tyres* and Saab Airflow with extra lamps. The 3 door model shown only available as 900 Turbo 16 S.

*) Some of the wheels must be fitted with tyres of a specific dimension. Certain fitting details may also be needed. The Saab dealer has further information.

Saab offer a number of different designs of alloy sports wheels.*



Superb grip and roadholding is heightened by wind-tunnel tested wing-type spoiler which makes use of the airflow passing over the rear of the car.

The sporting option



The Saab 900 Turbo 16 equipped with Bridge spoiler and rear decor panel.



The sports exhaust for Turbo models, not only improve the exhaust note but they also add that final sporting touch. For the 16-valve turbocharged engines with catalytic converter there are also tuning kits.



The Chassis Tuning improves the car's handling further. To achieve the best possible driving characteristics we also recommend the use of anti-roll bars.



Your Saab dealer stocks a wide range of extra lamps and fog lamps.

Saab has produced a wide range of optional equipment, not as simple cosmetic extras to enhance the sporting image, but as useful accessories, designed and developed specifically for the benefit of the Saab 900 owner. Aerodynamic aids such as spoilers and side mouldings harness

the airflow over the bodywork to improve the car's stability, handling and fuel consumption even further. Sports exhausts and suspension modifications add extra refinement to the performance. These items are optional. But, for the discerning driver, they are desirable.

ENGINE

Four cylinder, two litre, in-line engine, longitudinally mounted and inclined at an angle of 45°. Cast iron cylinder block. Light-alloy cylinder head of cross-flow design. Five bearing crankshaft. Cooling system with electrically driven, thermostatically controlled radiator fan. Breakerless electronic ignition system. Three-way catalytic converter and Lambda sensor.

Displacement 1.985 dm³.

Broke/stroke 90/78 mm.

Fuel tank capacity 63 litres.

Saab 900 Cabriolet/ Turbo 16 S/Turbo 16

Electronic fuel injection. Turbo-charger with water-cooled bearing housings and integrated waste gate (boost pressure control valve). Inter-cooler. Saab APC system for continuous boost pressure control. Four valves per cylinder. Dome-shaped combustion chambers with centrally located spark plugs. Double chain-driven overhead camshafts. Hydraulic, self-adjusting and service-free cam followers. Engine oil cooler.

DIN rating 160 bhp (118 kW) at 5500 rpm.

DIN peak torque 188 lb ft or 26.0 kgm (255 Nm) at 3000 rpm.

Max boost pressure 0.75 bar.

Compression ratio 9.0:1.

Recommended octane rating
Unleaded fuel between 91 and 98 octane RON.

Saab 900i 16

Electronic fuel injection. Four valves per cylinder. Dome-shaped combustion chambers with centrally located spark plugs. Double chain-driven overhead camshafts. Hydraulic, self-adjusting and service-free cam followers.

DIN rating 128 bhp (94 kW) at 6000 rpm.

DIN peak torque 17.6 kgm (173 Nm) at 3000 rpm.

Compression ratio 10.1:1.

Recommended octane rating
Unleaded fuel between 91 and 98 octane RON.

ELECTRICAL SYSTEM

Alternator 930 W, 14 V 70 A (1070 W, 14 V 80 A on cars with factory-fitted air conditioning).

Battery 12 V 60 Ah.

Starter motor 1.4 kW.

TRANSMISSION

Front wheel drive. Hydraulically actuated, single dry-plate clutch. Hydraulic torque converter instead of the clutch on cars with automatic transmission. The engine, clutch, gearbox and differential are integrated into a compact unit. Five speed manual gearbox or automatic transmission.

STEERING

Rack and pinion steering gear, power-assisted. Jointed and telescopic steering column with cylindrical sheet metal bellows. Impact absorbing, perforated sheet steel cage below the steering wheel.

Turning circle diameter Kerb to kerb 33 ft 10 in (10.3 m).

Number of steering wheel turns
Lock to lock 3.7.

BRAKES

Self-adjusting disc brakes all round, with ventilated discs at the front. Asbestos-free pads—semimetallic at the front and organic at the rear. Dual circuit, diagonally split brake system with vacuum servo. The handbrake acts mechanically on the rear discs.

SUSPENSION

Front: Double wishbones, with pivot mounted, progressive action coil springs and gas shock absorbers. Rear: Straight, rigid rear axle with coil springs, gas shock absorbers, two leading and two trailing arms and a Panhard rod.

Saab 900 Cabriolet/ Turbo 16S/Turbo 16/900i 16

Front and rear anti-roll bars. (Optional extra for 900i 16.)

WHEELS AND TYRES

Saab 900 Cabriolet/ Turbo 16S/Turbo 16

Light-alloy wheels. High speed, low-profile tyres. Compact spare wheel.

Wheel size 5½ J × 15".

Tyre size 195/60 VR 15.

Saab 900i 16 with the optional S-Package

Light-alloy wheels. High speed, low-profile tyres. Compact spare wheel.

Wheel size 5½ J × 15".

Tyre size 185/65 R 15 H.

Saab 900i 16

Steel wheels with wheel covers.

High-speed, low-profile tyres.

Compact spare wheel.

Wheel size 5½ J × 15".

Tyre size 185/65 R 15 H.

LUGGAGE COMPARTMENT

Cabriolet

Capacity 12.8 cu.ft (364 dm³).

3 and 5 door models

Ordinary luggage compartment
21.3 cu.ft (602 dm³) or 27.2 cu.ft (770 dm³) with the parcel shelf removed. 4 ft (1210 mm) long.

With the back seat folded down
About 56.5 cu.ft (1600 dm³). 6 ft (1835 mm) long.

2 and 4 door models

Ordinary luggage compartment
21.8 cu.ft (617 dm³). 3 ft 9 in (1135 mm) long.

With the back seat folded down
About 53.0 cu.ft (1500 dm³). 5 ft 9 in (1755 mm) long.

WEIGHTS*

Weight distribution About 60% front, 40% rear.

Max trailer weight 3300 lb (1500 kg).

Max roof load 220 lb (100 kg); not the 900 Cabriolet.

Saab 900 Cabriolet

Kerb weight About 2975–3020 lb (1350–1370 kg).

Max total weight 3790–3840 lb (1720–1740 kg).

Saab 900 Turbo 16S

Kerb weight About 2845–2900 lb (1290–1315 kg).

Max total weight 3840–3880 lb (1740–1760 kg).

Saab 900 Turbo 16

Kerb weight About 2900–2945 lb (1315–1335 kg).

Max total weight 3840–3880 lb (1740–1760 kg).

Saab 900i 16

Kerb weight About 2610–2865 lb (1185–1300 kg).

Max total weight 3680–3840 lb (1670–1740 kg).

*) The weights vary with the type of body and the equipment included in the car.

PERFORMANCE

Saab 900 Cabriolet/Turbo 16

Top speed 125 mph (200 km/h); 120 mph (195 km/h) with automatic transmission.

Acceleration to 60 mph (100 km/h) 9.1 s (9.6 s); 10.0 s (10.5 s) with automatic transmission.

Saab 900 Turbo 16S

Top speed 125 mph (205 km/h); 125 mph (200 km/h) with automatic transmission.

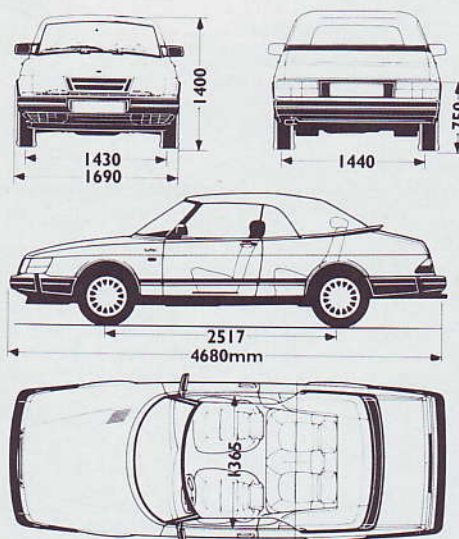
Acceleration to 60 mph (100 km/h) 9.1 s (9.6 s); 9.5 s (10.0 s) with automatic transmission.

Saab 900i 16

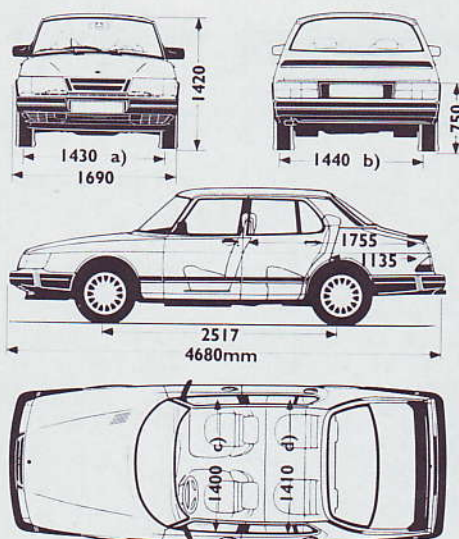
Top speed 110 mph (175 km/h); 105 mph (170 km/h) with automatic transmission.

Acceleration to 60 mph (100 km/h) 11.5 s (11.5 s); 13.5 s (14.5 s) with automatic transmission.

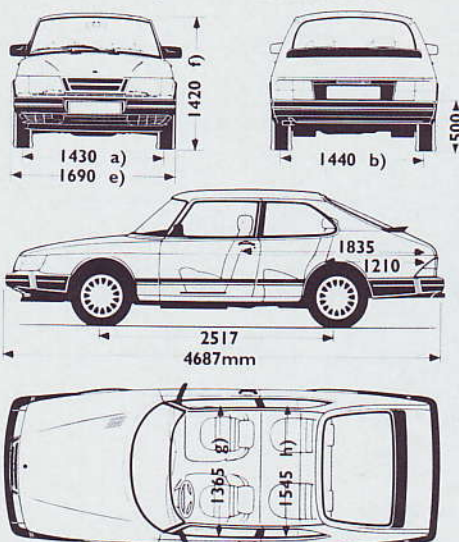
Saab 900 Cabriolet



Saab 900, 2 and 4 door models



Saab 900, 3 and 5 door models



- a) With steel wheels 1432 mm
- b) With steel wheels 1442 mm
- c) 2 door models 1365 mm
- d) 2 door models 1545 mm
- e) Saab 900 Turbo 16 S 1695 mm
- f) Saab 900 Turbo 16 S 1405 mm
- g) 5 door models 1400 mm
- h) 5 door models 1410 mm

The photo shows the interior of a three-door Saab 900 Turbo I6, with leather upholstery. The leather used by Saab is handcrafted in Scotland since we consider the Scots to be unsurpassed in producing leather for car upholstery. Two or three hides are needed for the upholstery of a Saab 900 Turbo I6. The completed upholstery consists of more than 50 leather components.



The photo shows the interior of the Turbo I6/900i I6 with velour upholstery.



Interior trim and paintwork

The seating surfaces are upholstered with velour of extra heavy quality. Leather faced upholstery is available on most models*. The carpets are moulded and have a thick, cut pile. The door trim and parts of the seats subject to heavy wear are trimmed with fabric-backed vinyl.

Saab has developed a body painting method that provides exceptionally good protection against surface corrosion, such as around areas damaged by stone chips. Two coats are applied for the metallic finishes. The first thin coat has a high pigment content and also includes a metal powder. The next, thicker coat of clear varnish, protects the pigment and provides a very high gloss. After painting and final assembly, the car undergoes a computerised rustproofing treatment.

*) Leather upholstery is standard on
Saab 900 Cabriolet/Turbo 16S/
Turbo 16.

INTERIOR COLOURS

Velour



A. Labrador



B. Bokhara



C. Marine



D. Puma

Leather*



E. Buffalo



F. Colorado



G. Arizona

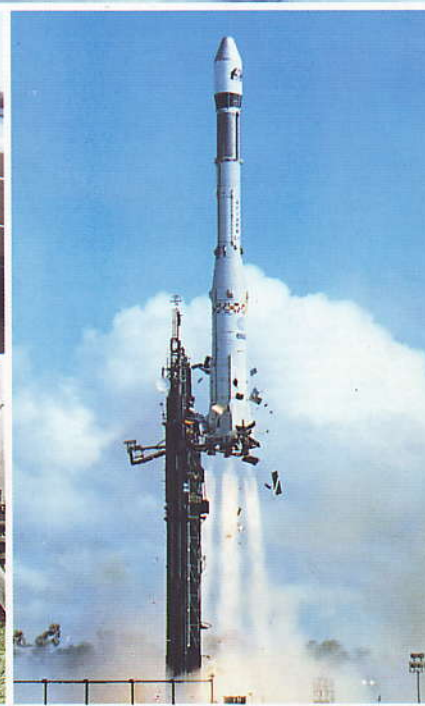
EXTERIOR COLOURS INTERIOR COLOURS

Solid colours	900 Turbo 16 S/900 Turbo 16	900i 16	900 Cabriolet
Cirrus white	A. Labrador/E. Buffalo	A. Labrador	E. Buffalo
Black	A. Labrador/D. Puma/E. Buffalo/G. Arizona	A. Labrador/D. Puma	E. Buffalo/G. Arizona
Cherry red	A. Labrador/D. Puma/E. Buffalo/G. Arizona	A. Labrador/D. Puma	E. Buffalo/G. Arizona
Ultra marine ¹⁾	C. Marine/E. Buffalo	C. Marine	
Metallic colours	900 Turbo 16 S/900 Turbo 16	900i 16	900 Cabriolet
Silver metallic	A. Labrador/E. Buffalo	A. Labrador	E. Buffalo
Bronze metallic ¹⁾	A. Labrador/E. Buffalo	A. Labrador	
Rose quartz metallic ¹⁾	B. Bokhara/F. Colorado	B. Bokhara	
Platinum blue metallic ¹⁾	A. Labrador/E. Buffalo	A. Labrador	
Odoardo grey metallic	A. Labrador/E. Buffalo	A. Labrador	E. Buffalo

¹⁾ Not for 900 Cabriolet and 900 Turbo 16S.

■ Please note that the pictures in this brochure may show cars with colours and colour combinations which are not available in Australia.

Saab-Scania — lead



Leaders in specialized transport technology



Saab-Scania holds a leading position in the transport and communication fields. The Group's technical know-how has been developed since the turn of the century. Its products can be found on the road, in the air and in space.

Vabis was supplying factory-made vehicles as far back as 1897. Scania introduced its first passenger car — with the griffin on the bonnet — in 1901. The first truck followed in 1902 and the first bus in 1911. Production of aircraft started in the early 1930s.

In the automotive and aero-space sectors, Saab-Scania's product program currently comprises passenger cars, trucks and buses, commercial and military aircraft, satellites, training systems and military missiles.

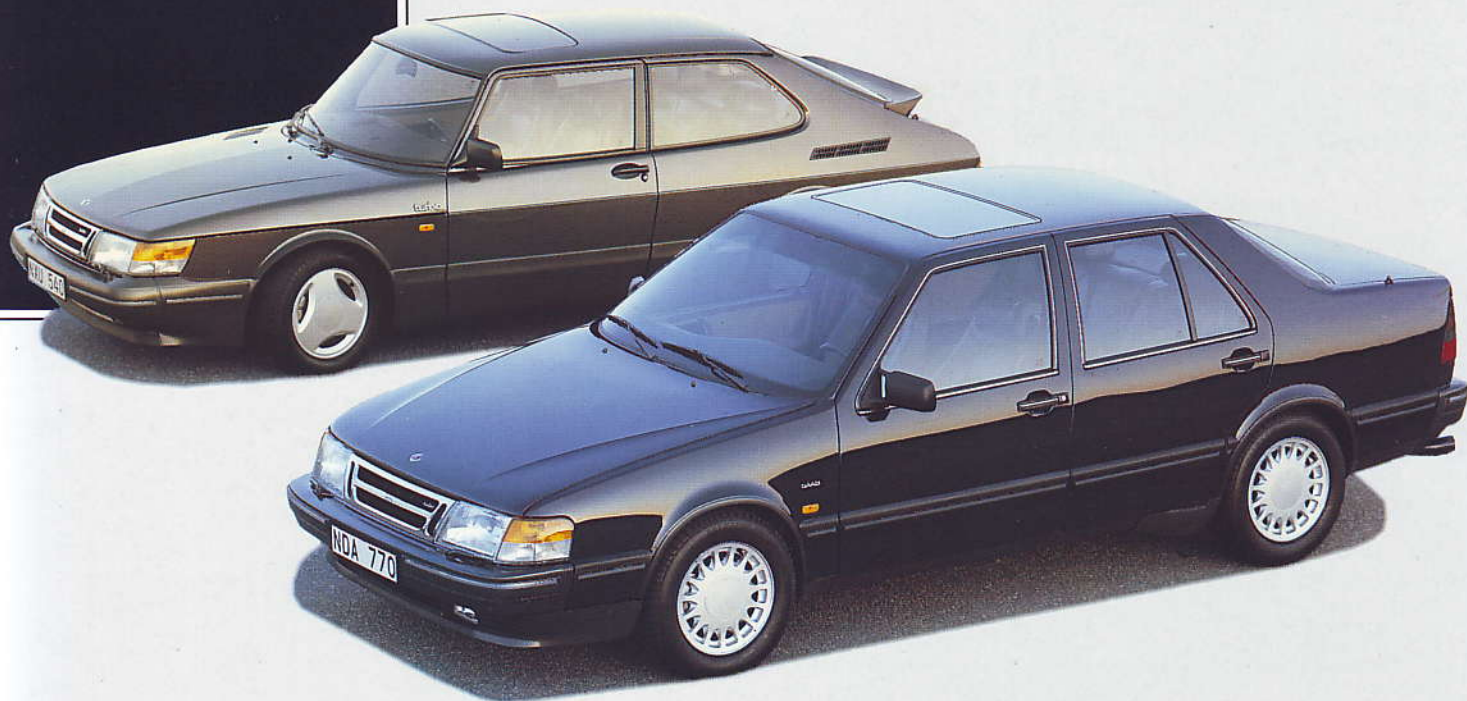
Outside the transport technology and communication sectors, Saab-Scania also supplies advanced products and systems in electronics, optics and precision mechanics, as well as systems for energy recovery and heating.

Saab-Scania, with sales of SEK 41 billion and with 50,000 employees, invests more than SEK 3 billion annually in research and development. A similar amount is invested in production and the international marketing organisation.

Saab-Scania's products are concentrated in well-defined business areas: high-performance passenger cars, trucks for heavy transport and aircraft for regional traffic.

This concentration in expansive market segments, combined with substantial investments in new products, has borne fruit. Saab-Scania today holds a leading position in the field of specialised transport technology.

Saab-Scania's company symbol represents sound technical know-how, long tradition and broad-based experience.



EXTERIOR COLOURS

Solid colours



Cirrus white (153)



Black (170)



(Not available in Australia)



(Not available in Australia)



Cherry red (214)



Ultra marine (215)



(Not available in Australia)

Metallic colours



Silver metallic (200)



Bronze metallic (201)



Rose quartz metallic (202)



Platinum blue metallic (203)



Odoardo grey metallic (204)



(Not available in Australia)



(Not available in Australia)

■ For printing reasons; the colours in this brochure may differ slightly from the actual colours.

■ All particulars and illustrations in this brochure are based on the specifications of the cars valid at the date of the final editing of the publication. The model range, technical specifications and equipment vary from one market to the next and may be altered without prior notice. For further information, please consult your Saab dealer. Note that some of the pictures in the brochure may show cars fitted with optional extra equipment, every reasonable care has been taken to identify these.

■ All cars sold in Australia are equipped with right hand drive, unless specifically ordered to the contrary.

Saab—at your service

The high quality and advanced technological design of Saab cars has led to numerous international and world record wins at the Talladega race track.

You may not be a racing driver, but service and maintenance are still just as important—and must be competitive too.

When you purchase a Saab you not only get a first-class car, you get all the advantages of the Saab service network—a resource set up to make life easier for Saab drivers. In fact, the moment you take ownership of a Saab you're guaranteed total service.

Thanks to our Saab dealerships, where maintenance, repair and diagnostic

methods are continuously updated, customers can feel secure that their cars will be lovingly cared for by factory-trained technicians, all well-versed in the latest Saab servicing techniques. Behind every dealer is a spare parts department, fully-stocked with everything needed to keep your Saab running at its peak.

Parts departments in every market are backed by Saab's own central warehouses—all supplied by fast, regular shipment direct from Saab in Sweden.

With Saab's service and parts network you are assured of prompt, professional and personal attention, wherever your travels may take you.



Saab 9000



Saab 900



■ Two Saab car series are manufactured — the Saab 9000 and the Saab 900. The ratings of the engines powering the different models vary from the 165 bhp DIN developed by the 16-valve turbocharged engine to the 128 bhp DIN of the injection engine.



Saab-Scania AB
Saab Car Division
Nyköping, Sweden

Saab-Scania Australia
Pty Ltd
Private Bag 11, Campbellfield
Vic 3061, Australia

AAB